#### LETTER FROM MAZZINI.

How to Destroy the Power of Austria. The Kendall (England) Meroury publishes a long letter from Mazzini, in which he explains the purposes of the Italian liberals, and discusses the questions of the war. It is not enough, he says, to conquer Austria: -- "We must conquer in such wise as to secure the fruits of liberty." and all depends, in his judgment, upon the plan of war to be adopted.

The plan he proposes is this:-"Our war—the war of the peoples—the final war necessary to a lasting peace; the great war worthy of us, which by initiating the reconstruction of the map of Europe under Italian auspices, would place us at the head of an alliance of the peoples, and a new epoch of civilization, must be fought on the road of Udine and Layback, making of Vierna its objective point, raising the Maygyars, Roumans, and Slavo-

In discussing the possibility of such a war as this, Mazzini says that Austria is a hierarchy, by which discontented nations are governed, but that it has no national life; hence that a general insurrection could be produced. What follows is best told in his own words:-

A national insurrection among the southern Slavonians, the Hungarians, and Tschecks, of Bohemia and Moravia, or the Poles of Gallicia, would dismember that portion of the Austrian army recruited from those provinces.

\* "If any powerful nation, placed beyond their own vast zone, and unsuspected of any designs of conquest, or exclusive predilec-tion or preference, were boldly to inscribe upon its banner, War to Austria in the name, and for the beneut of all those oppressed by Austria; if Garibaldi, backed by a brave army, were to proclaim the scheme of a Danubian Confederation -a Slavo-Magyar-Rouman Switzerland - the conflagration would be instantaneous, universal, and irresistible.

\* \* \* "It may be that the active portion of the Austrian force would retire before our invading army (a thing possible, not probable) through the Tyrol or Udine, and then the execu-tion of the plan of war would be simple and It would only be necessary to place an intrenched camp of torty-five thousand soldiers and national guards between the Po and the Oglio, another of twenty-five thousand in Ferrara, and a corps of observation in Venetia: to throw the fifty thousand volunteers under Gartbaldi into southern Slavonis, and pursue the enemy to Vienna with the main body of the

army! "It may be that the 130,000 of the army of operation remain to oppose you in Venetia, and in that case you would increase the first campdestined to protect Lombardy-to 90,000 men, 45,000 regulars and 45,000 national guards; you would increase the second camp-destined to secure the line of the Po-to 55,000 men, 39,000 regulars and 25,000 national guards. You would have 275,000 soldiers remaining to complete the execution of the plan, still leaving the 50,000 volunteers for the Southern Slavonian enterprise.

But whether by this or by any other method matters little—the objective point of the Italian war must, I repeat, be Vienna. If you have not boldness enough for the so-eme, add, at least fifty thousand of the regular troops to the fifty nousand regular troops under Garibaldi, and let them act together upon Southern Slavonia. It is in the political question, in the insurrections to be awakened among our peoples that our certain trumph lies. Bear in mind Sclavonian element, especially unite them, and in those countries where element predominates, induce them to act with you. Proclaim their independence; drive out the Austrian employes, and call upon the people to elect men of their own race in the districts and communes. Promote the election of men destined to represent Carinthia, Kraina, Dalmatia, Croatia, Slavonia, etc., iu a national assembly. Promote the creation of a national press. Excite the people to arms, Promise an offensive and detensive alliance with their Contederation so soon as it be legally constituted. I declare to you that by these means your allies will extend from the shores of the Adriatic to Poland. Before the Quadrilateral you may be beaten; upon this path you can-

A Sad Story-A Young German Count Dies in the Streets.

It is seldom that Americans have to complain of modesty on the part of foreign gentlemen possessing titles of nobility who visit this coun-On the contrary, we have been more given to lionizing impostors and swindlers, who affect foreign airs, and call themselves "Counts," than to "entertaining angels unawares." The police authorities, however, were recently called upon to investigate a ease which showed the sad fate encountered by a titled son of a proud family in this city. It appears that a few years ago a young German, twenty years of age, came to this country on a pleasure excursion. He was the son of exceedingly wealthy parents, and to a title well known in his own land, and which had been honorably borne by his ancestors for many years. Arriving in New York, the young man stopped at the St. Nicholas Hotel, where he boarded for several months. He had plenty of money, dressed well, and made many friends among the young men of New York. careful, however, to keep his title in the back ground, and but two or three persons, to whom he brought letters of introduction, knew him as a person of rank. Even these two or three persons were shunned by him after a little while on account of their knowledge of his social position. It was soon observed that the young man was quite intemperate in his habits, and frequently the servants of the house were obliged to carry him to his room and put him to bed, so much was he overcome by liquor. It finally became a matter of serious concern to his friends, and they endeavored to check his intemperate course. Their efforts were useless, and he continued to get intoxicated daily. He was finally forced to enange his residence, and found board in a second-rate boarding-house. He seemed to have lost all control of his appetites, and, knowing his degraded condition, to have ceased to correspond with his parents and friends. Money ceased to come to him, and he began to feel the want of it. His jewelry soon passed into the hands of the pawnbroker, and his apparel became threadbare. He was unable to ay his board, and was turned into the street. From one boarding-house to another he sought shelter, but was not allowed to remain long beneath any respectable roof. His craving for liquor possessed him still, and whatever he could pawn or sell for money or liquor was so disposed of. At length, to such a fearful state of degradation did this appelite bring this titled youth that he became an inmate of a low, filthy negro dance-house, and the associate of thieves and prostitutes of the vilest description. In this horrible place, ragged, filthy, diseased, and drunk, the young man existed for several weeks. the degraded companion of an equally degraded woman. One cold night in winter, after having drunk himself to a beastly state of intoxication, he was kicked out of even this den of thieves. because he had neither money nor what was worth money, into the street. On the following morning a policeman found him lying on the sidewalk near the place, dead—dead from the effects of vile whisky and the intense cold. body was taken to the City Hospital. He was a stranger to the police, and the thieves and prostitutes knew nothing further of him than that he was a drunken white man who had no money. An inquest was held upon the "un-known man," a verdict of "death from natural causes" was rendered, and at the expense of the causes" was rendered, and at the expense of the city the dead body of the young German Count was buried among the unrecognized dead in Potter's Field. A short time afterwards his parents died, and an heir was wanted for the large fortune left by them. An effort to trace the wandering son, who had left his home a few years before, was made. He was known to have come to America, and the detective police of this city were called upon to find him. They traced the unfortunate youth, as above described. this city were called about to and this. All traced the unfortunate youth, as above described, from his splendid apartments at the St. Nicholas to the pauper's grave in Potter's Field. Yet a single link was wanting to legally establish the death of this unfortunate youth. Those who know him and to whom he had who knew him, and to whom he had brought letters, did not see his dead body, and, consequently, there was a legal doubt as to whether or not the man whom the police found dead was the heir who was wanted.

These friends had watched his downward career, and had often tried to snatch him from destruc-tion, but his appetite was stronger than his will or their counsels. One of these triends had, on one occasion, been badly beaten by the low thieves when he tried to take the young man from their den. But not one of all those who saw him after death could furnish the link that was wanted to prove that he who was the Count while living was the pauper whom the city had buried. The estates were not settled for several years, and recently the New York detectives were again called upon, and again went to work, but with the same result. The facts, as above related, have been embodied in the form of ffidavits, and sent to the old country, and it is thought they will be accepted as proof of the death of the young Count, and that the property will consequently pass to the next of kin.-New

#### PROPOSALS.

DROPOSALS FOR SALE OF WOOD HEADQUARTERS DEPARTMENT OF WASHINGTON.

OFFICE OF CHIEF QUARTERMASTER. SWASHINGTON, D. C., July 14, 1868.

Sealed Proposals are invited at this office until 12 o'clock noon, MONDAY, August 6, 1866, for the purchase of (13,000) THIRTEEN THOUSAND CORDS OF GOVERNMENT WOOD, located as follows: (1400) FOURTEEN HUNDRED CORDS at the Rendall Green Wood Yard, on the line of the Baltimore and Ohio Railroad, about one mile Baltimore and Omo Raitroad, about one mile from the depot of said road in this city.

Ins wood consists of about ONE THIRD (‡) PINE and IWO-THIRDS (‡) OAK) and is piled immediately along the track of the raitroad.

(11.600) ELEVEN THOUSAND SIX HUN-DRED CORDS at the Wood Yard, three-quarters of a mile north of Alexandria, on the line of the Washington, Alexandria, and Georgetown Railroad.

road.

This wood consists of about TWO-THIRDS (||)
PINE and ONE-THIRD (||) OAK, is pred along
the track and is distant about one-half of a mile
from a what on the Potomac river, leading to which there is a direct and level road. All of the wood offered for sale is of good or fair quality, and thorough v seasoned. Proposals will be received for quantities from (50) fifty cords and upwards, with privilege of taking all of either or both lots.

Payment to be made in Government funds, immediately after the opening of the bids, and upon measurement of the wood The right is reserved of rejecting any or all pro-

deemed disadvantageous to the United
M. I. LUDINGTON,
Colonel and Chief Quartermaster,
18t Department of Washington.

PROPOSALS FOR FURNISHING IRON AT THE WASHINGTON NAVY YARD, PAYMASTER'S OFFICE, U. S. NAVY,) No. 260 F STREET, WASHINGTON, D. C.,

No. 260 F STRRET, WASHINGTON, D. C., July 17, 1846.

Separate Sealed Proposals, to be endorsed "Proposals for Chain and Bar Iron." will be received at this office until SATURDAY, July 28 1866, at 12 o'clock M., for the iollowing articles, which are required for immediate use at the Washington Navy Vord vice. 200,000 (two hundred thousand) pounds Chain

Links, 1; mch diameter and 15 mches long. 90,000 (nine y thousand) pounds Chain Links, 1; inch diameter and 13; inches long.

40 000 (forty thousand) bounds Chain Links, 1 1-16 inch diameter and 13 inches long.

5000 (five thousand) pounds 3; inch round Bar Iron,

2000 (two thousand) pounds 87 inch round Bar 1500 (fifteen hundred) pounds 11 inch round Bar Iron. 2000 (two thousand) pounds 21 inch round Bar The above articles to be delivered at Washington Navy Yard, free of cost to the Government for freight or transportation, subject to inspection, and at the risk and expense of the party furnishing. Sufficient guarantee for prompt delivery will be required of successful bidders

CALVIN C. JACKSON,

Paymaster U. S. Navy.

### SADDLES AND HARNESS.

THE OLDEST AND LARGEST

SADDLE AND HARNESS MANUVACTURING ESTABLISHMENT IN THE COUNTRY.

### LACEY, MEEKER & CO., No. 1216 CHESNUT STREET.

BUGGY	HARNESS,	from\$22-50 to \$15
LIGHT B	AROUGHE	do 50 00 to 35
HEAVY	do	do 75 00 to 50
EXPRES	S. BRASS M	IOUNTED HARNESS 27:50 to 9
WAGON	AND SELF	-ADJUSTING 15:00 to 3
STAGE A	NDTEAM	
LADIES'	SADDLE,	
GENTS	do	do 8 00 to 7
Bridler.	Mountings	, Bits, Rosetts, Borse Covers

No. 1916 CHESNUT ST.

# HARNES S.

Dress og and Shirt Cases, Trunks and Valises.

A LARGE LOT OF NEW U. S. WAGON HAR-NESS, 2, 4, and 6 horse. Also, parts of HAR-NESS, SADDLES, COLLARS, HALTERS etc., bought at the recent Government sales-to be sold at a great sacrifice. Wholesale or Retail. Tegether with our usual assortment of

SADDLERY AND SADDLERY HARD WARE. WILLIAM S. HANSELL & SONS,

Rc. 114 MARKET Street.

# DYEING, SCOURING, ETC. FRENCH STEAM SCOURING

ESTABLISHMENT, No. 510 RACE Street.

We beg leave to draw your particular attention to our new French Steam Scouring Establishment, the first and only one of its kind in this city. We do not dye, but by a chemical process restore Ladies, Gentlemen's, and Children's Garments to their original states, without injuring them in the least, while great experience and the best machinery from France enable us to warrant perfect satisfaction to all who may tavor us with their patronage. LADIES' DRESSES, of every description, with or without Trimmings, are cleaned and finished without being taken spart, whether the color is genuine or not. Opera Cloaks and Mantilias. Curtains. Table Covers. Carpets. Velvet. Ribbons, Kid Gioves, etc., cleaned and remished in the best manner. Gentlemen's Summer and Winter Clothing cleaned to perfection without manner and Winter Clothing cleaned to perfection without manner and winter Clothing cleaned to perfection. All kinds of stains a moved without creaning the whole. All orders are executed under our immediate supervision, and satisfaction guaranteed in every instance. A call and examination of our process is respectfully solicited.

#### ALBEDYLL & MARX. No. 510 RACE Street.

# MARSHAL'S SALES.

MARSHAL'S SALE.—BY VIRTUE OF MARSHAL'S SALE.—BY VIRTUE OF A writ or sale by the Hon. John Cadwaiader, Judge of the District Court of the United States in and for the Eastern District of Penasylvania, to me directed will be sold at public sale to the highest and best bidder for cash, at the store of POWELL. SEIGER & CO., No. 127 N. FRONT Street, on WEDNESDAY, August 1, at 16 "clock A. M.".

5 barrels Killikinick Smoking Tohacco, 12 boxes Tohacco Scraps, 6 hogsheads Tohacco Scraps, 5 tierces Tohacco Scraps, 1 large Press, 1 Cutting Machine, 1 Stove and Pipe.

P. C. ELLMAKER,

# U. S. Marshal Eastern District Pennsylvania. Ph Iadelphia, July 17, 1866

INSURANCE COMPANIES.

T H E PROVIDENT COMPANY,
OF PHILADELPHIA.
Incorporated by the State of Pounsylvania, Third
Month 22d, 1865. INSURES LIVES, ALLOWS INTEREST ON DEPOSITS, and GRANTS ANNUITIES. CAPITAL, 8150,000.



### INSURANCE COMPANIES!

LAWARE MUTUAL SAFETY INSURANCE DELAWARE MUTUAL SAFETY INSURANCE
COMPANY,
INCORPORATED BY THE LYGISLATURE OF
OFFICE, S. E. CCRNER THIRD AND WALNUT
STREETS, PHILADELPHIA
ON VESSELS,
CARGO,
FREIGHT,
INLAND INSURANCES
On Goods by River, Canal, Lake and Land Carriage to
all parts of the Union.
FIRE INSURANCES
On Merchanduse generally.

On Merchanduse generally. On Stores, Dwelling Houses, etc.

ASSETS OF THE COMPANY 

7.150 143 Shares stock Pennsylvania Rail-road Company. 8,580-00 Shares Stock Korth Pennsylvania Railroad Company. 3,250-00 10,000 Deposit with United States Government, subject to ten days' cail. 40,000-00 State of Tennessee Five 1 er Cent. 170,760 Loans on Bonds and Mortgage first liens on City Property......

\$1,636,850 Par. Real Estate. Marset value....\$996,560-90 Real Estate. 38,000 00
Bills receivable for insurances made. I 21,613 37
Balances due at Agencies:—Premiums
on Marine Policies, Accrued Interest and other debts due the Com-

> DIRECTORS. Samuel E. Stokes, J. F. Penistan, Henry Stean. William G. Boulton.

ng. William G. Boulton,
Edward Darits; ton,
H. Jones Brooks,
It., Edward Lafourcade,
Iacob P. Jones,
James B. McFarland,
Joshua P. Eyre,
Suencer McIlvain,
J. B. Semple, Pittsburg,
A. B. Berger, Pittsburg,
D. T. Morgan, Pittsburg,
THOMAS C. PAIND, President,
JOHN C. DAVIS, Vice-President,
Secretary.

# NORTH AMERICAN TRANSIT

Thomas C. Hand, John C. Davis, Edmund A. Souder, Theophilus Paulding, John R. Penrose,

James Traquair,
Benry C. Daliett, Jr.,
James C. Hand,
William C Ludwig,
Joseph H. Seal,
George C. Leiper,
Hugh Craig,
Robert Burton,
John D. Taylor

BENRY LYLBURN, Secretary,

John D. Taylor,

#### INSURANCE COMPANY. No. 133 South FOURTH Street

PHILADELPHIA. Annual Policies issued against General Accidents all descriptions at exceedingly low rates.

Insurance effected for one year, in any sum from \$10 to \$10,000, at a premium of only one-half per cent-securing the full amount insured in case of death, and a compensation each week equal to the whole premium half.

Short time Tickets for 1, 2, 3, 5, 7, or 10 days, or 1, 3, or Short time rickets for 1, 2, 3, 3, 1, or 10 days, or 1, 3, or 6 months, at 10 cents a day, insuring in the sum o; \$3000, or giving \$16 per week it disabled to be had at the General Office, No. 133 S. FOURTH Street, rhiladelphia, or at the various Railroad Ticket offices. Be sure to purchase the tickets of the North American Transit Insurance Company.

For circulars and further information apply at the Seneral Office, or of any of the authorized Agents of the

General Office, or of any of the authorized Agents of the Company.

LEWIS L. HOUPT, President, JAMES M. CONRAD, Treasurer HENRY C. BROWN, Secretary.

JOHN C. BULLITT, Solicitor.

BIRECTORS.

L. L. Houpt, late of Pennsylvania Railroad Company M. Baird, of M. Baidwin & Co.'s.

Samuel C. Palmer, Cashier of Commercial Bank. Bichard Wood, No. 359 Market street. James M. Conrad, No. 623 Market street.

J. E. Kingsley, Continental Hotel.

H. G. Leisenring, Nos. 237 and 239 Dock street. Samuel Work of Work, McCouch & Co.

George Martin, No. 352 Chesnut street 1 3 10m

1829-CHARTER PERPETUAL

#### FRANKLIN FIRE INSURANCE COMPANY 07

PHILADELPHIA. Assets on January 1, 1866, \$2,506,851'96.

Capital \$400,000 00
Acciuet Surplus 944,543 15
Premiums 1,162,308-87
UNSETTLED CLAIMS, INCOME FOR 1866
\$11.467 53. \$310 000. LOSSES PAID SINCE 1829 OVER \$5,000,000.

Perpetual and Temporary Policies on Liberal Terms. Charles B Bancker,
Tobias Wagner,
Samuel Grant,
George W. Richards,
Isaac Lea,
CHARLES N. BANCKER, President
EDWARD C DALE, Vice-President,
JAS, W. McALLISTER, Secretary protem. 2 2 t123

### GIRARD FIRE AND MARINE INSURANCE COMPANY.

OFFICE, No. 415 WALNUTSTREET, PHILADELPHIA CAPITAL PAID IN, IN CASH, 8200,000. This company continues to write on Fire Risks only Its capital, with a good surplus. Is safely invested. 701 Losses by fire nave been promptly paid, and more than

8500,000 Disbursed on this account within the pastfew years.

For the present the office of this company will

remain at No. 415 WALNUT STREET. But within a few months will remove to its OWN

N. E. CORNER SEVENTH AND CHESNET STREETS. Then as now, we shall be happy to insure our patrons a such rates as are consistent with safety.

THOMAS CRAVEN,
FURMAN SHEPPARD,
THOS. MACKELLAR,
JOHN SUPPLEE.
JOHN W. CLAGHORN,
JOSEPH RLAPP, M. D. SILAS YERKES, JR., THOMAS CRAVEN, President,
ALFRED S. GILLETT V. President and Treasurer,
JAMES B. ALVOED, Secretary.

DHENIX INSURANCE COMPANY OF PHI HRENTA INSURANCE COMPARTER PERPETUAL INCORPORATED 1804—CHARTER PERPETUAL No. 224 WALNUT Street, opposite the Exchange, In addition to MARINE and INLAND INSURANCE this Company insures from loss or damage by FIRE, on liberal erms on buildings, merchandise, sarniture, etc. for limited periods, and permanently on buildings, by consist of premium. deposit of premium.

The Company Las been in active operation for more than SIXTY YEARS, during which all losses have been comptly adjusted and paid.

John L. Hodge,
M. B. Mahoney,
John T. Lewis,
William B. Grant.
Robert W. Leaming,
D. Clark Wharton,
Samne Wilcox
JOHN R. WUCHERER, Presiden. DIRECTORS. SAMUEL WILCOX, Secretary.

HIRE INSURANCE EXCLUSIVELY, THE PENNSYLVANIA FIRE INSURANCE COMPANY-Incorporated 1825—Charter Ferpetual—No. old WALNUT Street, opposite Independence square.
This Company, invorably known to the community for over forty years, continue to insure against loss or damage by fire on Public or Private Buildings either permanently or for a limited time. Also on Furniture Stocks of Goods and Merchandise generally, on liberal terms

Their Capital, together with a large Surolus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

Daniel Smith, Jr.,
Alexander Benson, Thomas Smith
Isanc Hazlehurst, Henry Lewis,
Thomas Robins, J. Gillingham Fell.

Daniel Haddock, Jr.,
Daniel Haddock, Jr.,
Daniel Haddock, Jr.,
WILLIAM G. C. WELL, Secretary. WILLIAM G. C WELL, Secretary .

## RAILROAD LINES.

READING RAIL ROAD
PROMPHIADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLRILL, SURGUE HANNA, UMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS.
SUMMER ARRANGEMENT OF PASSENGER TRAINS, June 4, 1886.
Leaving the Company's Depot, at THIRTFENTH and CALLOWHILL Streets. Philadelphia, at the follow of bours:— MORNING ACCOMMODATION.

At 7-39 A. M. for Rescing and intermediate Statio

At 7-39 A. M. for Rescing and intermediate Statio

At 8-15 A. M. for Rescing and intermediate Statio

At 8-15 A. M. for Rescing and intermediate Statio

At 8-15 A. M. for Rescing and intermediate Statio

At 8-15 A. M. for Reading, Lebanon, Barrispurg, Pot

ville, Finegrove, Tamaqua, Sunbury, Williamspo

Fimira, Rochesier, Niasara Falis, Buffalo A lentow

wilkeabarra, Fitiston, York, Carlisle, Chambersbur

Hagerstown, etc. etc.

This train connects at READING with East Pennsylvania Ralitoad trains for Allentown, etc., and the

Leban n Valley train for Harrisburg, etc.; at PORT

CLINTON with Catawissa Raliroad trains for Williamsburg, Lock Haven, Fimira, etc.; at HARRIS

EURG with Northern Central Cumberland Valley, and
Schuykkii and Susquehanna trains for Northumberland,

Williamsport, Fork Chambersburg, Pinegrove, etc.

Leaves Philadelphia at 2-30 P. M., for Reading Potteville, Harrisburg etc., connecting with Beading and

Columbia Raliroad trains for Columbia, etc.

BEADING ACCOMMODATION.

Leaves Reading at 6-96 A. M., stopping at all way stations, arriving at Philadelphia at 8-56 A. M.

Returning, leaves Philadelphia at 5-56 P. M.; arrives

in Reading at 7-55 P. M.

Trains for Philadelphia leave Harrisburg at 2-16

P. M., Pottsville at 2-45 P. M., arriving in Philadelphia

at 6-45 P. M.

HARRISBURG ACCOMMODATION,

Leaves Resdung at 7-30 A. M. and Harrisburg at 4-16

P. M. Connecting at Reading with Atternoon Accounmediation south, at 6-30 P. M., arriving in Philadelphia

9 10 P. M.

Market train, with passenger car attached, leaves

medation south, at 6:36 P. M., arriving in Philadelphia 9 10 P. M.

Market train, with passenger car attached, leaves Philadelphia at 12:45 neon, for Rending and all way stations. Leaves kending at 11:30 A. M. and Downingtown at 12:36 P. M. for Philadelphia and all way stations. All the above trains run dally, sundays excepted. Sunday trains leave Pottsville at 8:00 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8:00 A. M.; returning from Reading at 4:25 P. M. CHESTER VALLEY RAILBOAD.

Passengers for Downingtown and intermediate points take the 7:36 and 8:15 A. M. and 5:0 P. M. trains from Philadelphia, returning from Downingtown at 6:35 A. M. and 12:38 neon.

and 12'3" noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A.M., and 800 P.M., passing Reading at 1-65 and 11 53 A.M. and 1-48 P.M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg. Chleago, Williamsport, Elmira, Baltimore, etc.

Returbing, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and 945 A.M., and 515 P.M., passing Reading at 449 and 10 52 A.M., and 1950 P.M., and arriving in New York at 10 A.M. and 245 P.M., Sleeping cars accompany these trains through between Jersey City and Pittsburg, with out change.

A mail train for Harrisburg leaves New York at 12 M. SCHUYLKILL VAILLEY RAILROAD.

Trains leave Pottsville at 7 and 11-30 A.M., and 7-10 P.M., treitraing from Tamsqua at 735 A.M., and 140 and 415 P.M., and SUSCULTANNA PALLEGAAD.

P. M. returning from Pamaqua at 735 A. M. and 140 and 415 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Tramsleave Auburn at 750 A. M. for Pinegrove and Harrisburg and 150 P. M. for Pinegrove and Tremont, returning from Harrisburg at 3 20,P. M., and from Tremont at 735 A. M. and 525 P. M.
Throug. first-class tickets and emigrant tickets to all the princi. I points in the North and West and Canada. The folio by tickets are obtainable only at the office of S. BRA. ORD, Treasurer, No. 227 S. FOURTH Street, Phila phia, or of G. A. NICOLLS, General Superintendet. Ecaulng:—
COMMUTATION TICKETS

At 25 per cent, discount, between any points desired,

Superintendet Beauing:

COMMUTATION TICKETS

At 25 per cent, discount, between any points desired, for insulites at d firms.

MILEAGE TICKETS,

Good for 2000 miles, between all points, \$52-50 each, for families and firms

SEASON TICKETS,

For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLEEGYMEN

Residing on the line or the road will be furnished caros entitling themselves and wives to tickets at hall fare.

EXCURSION TICKETS

From Philadelphia to principal stations, good for 8a turday, Sunday, and Monday at reduced fine to be had only at the Ticket Office, at THIATEENTH and CALLOWHILL Streets

FREIGHT.—Goods of all descriptions forwarded to all the above points, from the Company's new Freight Depot, BROAD and WILLOW Streets.

FREIGHT TRAINS

Leave Philadelphia only at 5 30 A. M., 12-45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville Port Clinton, and all points beyond.

MAILS

Close at the Philadelphia Post Office for all places on the road and its bianches at 5 A. M., and for the principal stations only at 3 15 P. M.

DHILADELPHIA, GERMANTOWN, AND

HILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
On and ster WEDNESDAY, May 16, 1866,
FOR GERMANTOWN
Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 10, 35, 4, 5, 5, 5, 6, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 78, 8, 8, 20, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 48, 6, 65, 7, 8, 9, 10, 11 P. M.
The 8 20 down train, and 3% and 5% up trains will no ston on the Germantown Branch.

The 8 20 down train, and 3% and 5% up trains will no stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9:10 A. M., 2, 3, 5, 8, 10% P. M.

Leave Germantown B. A. M., 1, 4, 6% 9% P. M.

CHESNUT HILL RALLROAD.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3% 5%, 7, and 11 P. M.

Leave Chesnut Hill 7-10 minutes, 8, 940, 11-40 A. M.

1-40, 3-40, 5-40, 6-40, 8-40, and 10-40 minutes P. M.

ON SUNDAYS.

Leave Philadelphia 9:10 minutes A. M., 2, 5, and 8 P. M.

Leave Chesnut Hill 7-4) minutes A. M., 12-40, 6-40, and 9-25 minutes P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6:35 minutes, 11-95 A. M., 18. FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 8'35 minutes, 11'95 A. M., 1%,
4%, 5%, 6%, 8'6 minutes, and 11% P. M.
Leave Norristown 5%, 7, 7'50, 9, 11 A., M., 1%, 46. 6%,
and 8'P M.
The 5% P. M. train will stop at School Lane, Wissa
hickon, Manayunk, Spring Mill, and Conshohocken only
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2%, 4 and 7% P. M.
Leave Norristown 7 A. M., 1, 5%, and 9 P. M.
FOR MANAYUNK.
Leogee Philadelphia 6, 8'35 minutes, 11'95 A. M., 1%,
4%, 5%, 6%, 8%5, and 11% P. M.
Leave Manayunk 6%, 7%, 820, 9%, 11%, A. M., 2, 5, 6%
8% P. M.
ON SUNDAYS.

M. ON SUNDAYS,
Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Manayunk 7% A. M., 1%, 6, and 9% P. M.
W. S. WILSON, General Superintendes t,
Phopot NINTH and GREEN Streets

NORTH PENNSYLVANIA RAILROAD.—
Depot. THIRD Street. above Thompson.
For BETHLEHEM. DOYLESTOWN, MAUCE CHUNK, EASTON, WILLIAMSPORT, and WILKES.
BARRE.
At 730 A. M. (Express), for Bethlehem, Allentown Mauch Chunk, Hazleton, Williamsport, and Wilkestor.

Mauch Chunk, Hazleton, Williamsport, and Wilkesbarre.
At 3:38 P. M. (Express), for Bethiehem, Easton, etc reaching Easton at 6:45 P. M.
At 5:15 P. M., tor Bethlebem, Allentown, Mauch Chunk.
For Doylestown at 8:35 A. M., 2:39 and 4:15 P. M.
For Port Washington at 10 A. M., and 11 P. M.
For Lanschle at 6:15 P. M.
White cars of the Second and Third Streets Line City
Passenger Cars run direct to the depot.
TRAINS FOR PHILADELPHIA,
Leave Bethlebem at 6:25 A. M., and 12:25 Noon, and
15 P. M.

Leave Doylestown at 6 40 A. M., 3 15 and 5 30 P. M.
Leave Doylestown at 6 40 A. M., 3 15 and 5 30 P. M.
Leave Lansdale at 6 00 A. M.
Leave Fort Washington at 10 00 A. M., and 2 15 P. M.
Philadelphia for Bethleaem at 9 A. M.
Philadelphia for Doylestown at 2 30 P. M.
Doylestown for Philadelphia at 7 20 A. M.
Bethlebem for Philadelphia at 4 20 P. M.
Through Tickets must be procused at the ticket offices.
THIRD Street or BERKS Street.
521
RLLIS CLARK, Agont.

WEST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry), compending MONDAY, July 16, 1866 Leave Philadelphia as for tape May, 9 A. M., Mail; 2 P. M., Accommoda-tion; 4 P. M., Fast Express For Bridgeton, Salem, and Intermediate points, 8 A. B., and 3 30 P. M. Miliville, and intermediate points, 8 A. M. and 2

Woodbury Accommodation, 6 P. M.

RETURNING:
Leave Cape May at 6:30 A. M., Mail; 9 A. M., Fast Exress: 5 P. M. Express
1 eave Bridgeton 7 15 A. M. and 3 80 P. M. Freight
30 P. M. 30 P. M. Leave Salem I A. M. and 3°15 P. M. Freight 5°45 P. M. Leave Millville 6°55 A. M. and 6°28 P. M. Freight 11°07 A M.
Freight will be received at Second Covered Whart below Walnut street, from 706 A. M. until 5-00 P. M. That received before 900 A. M. will go through the same Freight Delivery, No. 228 S. DELAWARE Avenue J. VAN RENSSELAER, Superintensen.

The West Jersey Fxpress Comp\*ny will attend to all the usual branches of Express business. A Special Messenger accompanies each through train. Office No. 5 WALNUT Street Philadelphia.

1866 -PHILADELPHIA AND ERIE RAII, crn and Northwest Counties of Pennsylvania to the City of Erie, on Lake Erie. It has been leased and is operated by the Pennsy vania Raiiroad Company. Time OF PASSENGER TRAINS AT PHILADELPHIA Arrive Eastward-Erie Mail Train, 7 A. M.; Erie Express Train, 1 P. M.
Leave Westward-Eris Mail, P. M.; Erie Express Train, 2 M. rain 12 M. rain 12 M.

Passenger cars run through on the Erie Mail and Exress trains both ways between Philade phia and Arie.

KEW YORK CONNECTION.

Leave New York at 9 A. M. arrive at Erie 9 30 A. M.

Leave Eric at 4 45 P. M., arrive at New York 4 10 P. M.

Fles ant Sleeping Cam on all the night trains.

For information, respecting passenger between a part Figs at 1 Steeping Cam on at the high trains.

For information respecting passenger business, apply
at corner THERTIETH and MARKET Streets Phila.

And for freight business, of the Company's Agents, 8.
B. Kingston, Jr., corner Thirteenth and Market streets
Philadelphia; J. W. Reynolds, Arie; William Brown
Agent N. C. R. E., Baltimore.

H. H. HOUSTON, General Freight Agent, Phila
H. W. GWINNER, General Ticket Agent, Phila
A. L. TYLLE General Sup't, Williamsport

### RAILROAD LINES.

DHILADELPHIA, WILMINGTON, AND BAL
TIMORE RAILROAD,
TIME TABLE.
Commencing MONDAY, July 2, 1868. Trains will
leave Depot corner of BROAD Street and WASHINGT'. N. Avenue, as follows:—
Express Train at 415 A. M. (Mondays excepted), for
Bellumore and Washington, stopping at Chester, Wilminston, Newark, Ekton, Northeast, Perryville, Havre,
de Grace, Aberdeen, Perryman's, Magnoia, Chase's and
Strumer's Run.
Way Wail Train at 815 A. M. (Sundays excepted), for

Way Mail Train at 8 15 A. M. (Sundays excepted), for Bail timore, stopping at all regular stations between Phi-iacelphia and Enlitmore. Delaware Railroad Train at 8 A. M. (Sundays ex-cepted), for Princess Anne, Miliord, and intermediate stations. Express Train at H-45 A. M. (Sundays excepted), for Baltimore and Washington Baltimore and Washington. (Sundays excepted), for Baltimore and Washington. Express Train at 3 P M. (Sundays excepted), for Baltimore and Washington, stopping at thester, Claymont, Wilmitgton, Newark, Fikton, Northeast, Ferryville, Havre de Uracc. Aberdeen, Perrywan's, Edgewood, Magnella, Chase's, and Stemmer's Run. A hight Express at 11 P. M., for Baltimore and Washington. ington.

Tassengers by Boat from Baltimore for Perfress Mon-roe Nortelk City Point, and Richmond, will take the 1145 A M train.

WILMINGTON ACCOMMODATION TRAINS. Stopping at all Stations between Philadelphia and Wil-

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 9 A. M., 12:30, 4:30, 6, and 11:30 P. M. The 4:30 P. M. train compens with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington at 6:30, 7:15 and 0:30 A. M., 4 and 0:30 P. M. The 7:15 A. M. train will not stop at stations between Chester and Philadelphia.

Trains for New Castle leave Philadelphia at 9 A. M., 4:30 and 6 P. M., 4:30 and 6 P. M., 4:30 and 6 P. M. CHUSTER FOR PHILADELPHIA.

Leave Wilmington at 11 A. M., 4:36 and 10 P. M. CHUSTER FOR PHILADELPHIA.

Leave Chester at 7:28, 7:35, 10:14, and 11:40 A. M., 4:43, 5:10, 7:26 and 10:36 P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7:55 A. M. War-mail. 9:30 A. M., Express. 1:10 P. M., Express. 6:25 P. M., Express. 8:25 P. M., Express.

Leave Baltimore 7.5 A. M., Wav-mail. 9.30 A. A., Express. 110 P. M., Express. 6.35 P. M., Express. 8.25 P. M., Express. 8.25 P. M., Express. 8.26 P. M., Express. 8.26 P. M., Express. 8.26 P. M., Eave Wilmington at 5.23 and 9.37 A. M., and 2.38 P. M., Leave Wilmington at 5.23 and 9.37 A. M., and 4.15 P. M. Freight Trains with Passenger Cars attaconed will leave as follows:—Wilmington for Perryville and intermediate staffons at 6.45 P. M. Baltimore for Havre de Grace and Intermediate staffons at 6.45 P. M. Baltimore for Havre de Grace and Intermediate staffons at 6.45 P. M., connecting at Wilmington with 7.15 A. M. train for Philadelphia.

Express Train at 415 A. M. for Baltimore and Washington, stopping at thester, Wilmington, Newark, Elkoon, Northeast Perryville. Havre-de-Grace, Aberdeen, Perry men's, Magno ia, casse's, and Stemmer's Run. Night Express, if P. M. for Baltimore and Washington, Accommodation Train at 11:26 P. M. for Wilmington and intermediate stations.

Accommodation Trein at 1139 F. a. 301
and intermediate stations.
BALIIMORE FOR PHILADELPHIA.
Leave Baitimore at \$25 P. M., stopping at Havre-deGrac. Perryville, and Wilmington. Also stops at Elkion and Newark (to take passengers for Phi adelphia and
leave passengers from Washington or Baltimore) and
Chester to leave passengers from Baltimore or Washington.
Wilmington for Philadel Accommodation Train from Wi mington for Philadel.

phis and intermediate stations at 6 "0 P. M.

4 16

H. F. KENNEY, Superintendent. FOR NEW YORK.—THE CAMDEN AND Amboy and Philadelphia and Trenton Raliroad oppany's Lines.
FROM PHILADELPHIA TO SEW YORK and Way Places, from Walnut Street Whatf, will leave as follows, viz:—

At 5 A. M., via Camden and Amboy, Accommodation.

At 5 A. M., via Camden and Amboy, Accommodation.

At 8 A. M., via Camden and Jersey City Express... 3-00

At 2 P. M., via Camden and Amboy Express... 3-00

At 2 P. M., via Camden and Amboy Accommodation 2-25

At 6 P. M., via Camden and Amboy Accommodation 2-25

At 6 P. M., via Camden and Amboy Accommodation 2-25

At 6 P. M., via Camden and Amboy Accommodation, 2d class...

At 8 A. M., 2 and 5 P. M., for Mount Holly, Ewansville, Pemberton, and Vincentown, At 5 A. M. and 2

P. M. for Freehold.

At 5 and 10 A. M., 12 M., 4, 5, 6, and 11-20, P. M. for Fish

Louss, Pelmyra, Eleverion Progress, Delanco

Beverly, Edrewater, Eurlington, Florence, Bordentown, etc., The 10 A. M., and 4 P. M. lines run direct

through to Trenton. town, etc. The 10 A. M., and through to Trenton.
LINES FROM KENSINGTON DEPOT WILL LEAFE.
At il A. M., 430, 645 P. M., and 12 P. M. (Night), via
Kensington and Jersey City Fxpress Lines, fare \$3.90.
The 645 P. M. Line will run daily. All others Sundays

t 7:30 and 11 A. M., 3, 3:30, 4:30, 5, and 6:45 P. M a d At 150 and 152. M. 9 300. 0, and 0 45 F. M a d A minight, for Bristol, Trenton, etc. At 7 and 10 15 A. M. 12 M. 3, 4, 5, and 6 P. M., for Corn-wel's Torrisdale Holmesburg, Tacony. Wissinoming, Bridesburg, and Frankford, and at 10 15 A. M. for Bristol, Schenck's, Eddington, and 8 P. M. for Holmes-Bristol. Schenck's, Eddington, and 8 P. M. for Holmes-burg and intermediate stations. 17:50 A. M. and 3:30 P. M. for Niagara Falls, Buffalo, Dunkirk. Canandalgua, Elmira, Ithaca, Owego, Ro-chester. Binghampton, Oswego, Syracuse. Great Bend, Montrose Wilkesbarre. Scranton. Stroudsburg, Water Gap, Belvidere, Easton, Lambertville. Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Manch Chunk, Allentown, Bethle hem. etc. hem. etc. At 5 P. M. for Lambertville and intermediate stations, June 1, 1886. WILLIAM H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD.

June 1, 1866. WILLIAM H. GATZMER, Agent.

PENNSYLVANIA CENTRAL RAHLROAD.—
SUMMER ARRANGEMENT.
The Trains of the Fennsylvania Central Radiroad leave the Depot. at Thirty-first and Market Streets, which is reached by the cars of the Market Street Passenger Railway, running to and from the Depot. The last car leaves Front street about 30 minutes prior to the departure of each Train.

On Sundays—Cars leave Eleven'h and Market streets 45 minutes before the departure of each Trains Mann's Baggage Express will call for and deliver Baggage at the Depot. Orders left at the Office, No. 631 Chesnut street, will receive attention.

Main Train. at 8-60 A. M. Day Express.

Mail Train. at 8-60 A. M. Day Express.

Mail Train. at 12-00 M. Earthburg Accommodation, No. 1. at 11-90
Fast Line and Eric Express A. at 10-90 M. Earthburg Accommodation. at 4-00 P. M. Paoil Accommodation. At 4-00 P. Paoil Accommodation No. 2. at 5-00 P. M. Lancaster Accommodation, No. 3. at 10-90 P. Paoil Accommodation, No. 3. at 10-90 P. Paoil Accommodation, No. 3. at 10-90 Philadelphia Express at 11-10 Trains Analyse Armive Art Depot, viz.:—Cincinnati Express; at 11-10 Paoil Accommodation, No. 3. at 10-90 Philadelphia Express at 11-10 Paoil Accommodation, No. 1. at 8-20 Columbia Train. at 12-40 A. M. Philadelphia Express at 1-10 Paoil Accommodation, No. 1. at 8-20 Columbia Train. at 12-40 P. M. Fast Line. Accommodation, No. 1. at 8-20 Columbia Train. at 12-40 P. M. Fast Line. Accommodation, No. 2. at 4-10 Paoil Accommodation, No. 2. at 4-10 Paoil Accommodation, No. 3. at 1-10 Paoil Accommodation, No. 2. at 4-10 Paoil Accommodation, No. 3. at 1-10 Paoil Accommodation, No. 3. at 1-10 Paoil Accommodation, No. 3. at 1-10 Paoil Accommodation No. 2. at 4-10 Paoil Accommodation No. 3. at 1-10 Paoil Accommodation, No. 3. at 1-10 Paoil Accommodation Paoil

REIGHT LINES FOR NEW YORK AND Lai. the Stations on the CAMDEN and AMBOY and connecting Raircads. INCREASED DESPATCH.

The CAMDEN AND AMBOY RAILIGAD AND TRANSPORTATION COMPANY TREIGHT LINES for New York will leave WALNUT Street Whas at 6 o'clock P. M. daily isindays excepted.

Freight must be delivered before 4% o'clock, to be forwarded the same 8 sy.

Returning, the above lines will leave New York at 12 noon and 4 and 8 P. M.

Freight for Trenton, Princeton, Kingston, New Brunswick, and alpoints on the Camden and Amboy Rail road; also, on the Belvidere Delaware and Fiemington, the New Jersey, the Freehold and Jamesbury and the Burlington and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Belvidere Delaware Refiroad connects at Philipsburg with the Lehigh Valley Railroad, and at Manunskachunk with all points on the Delaware, Lackawanna, and Western Railroad, forwarding to Syracuse, Buffaload and order roints in Western New York

The New Jersey Central Railroad, and at Newark with the New Jersey Central Railroad, and at Newark with the New Jersey Central Railroad, and the with the New Jersey Central Railroad, and the warks and numbers, ehippers, and considered the sust, in every instance. A slip memorandum, specifying the marks and num-bers, shippers, and construes, must, in every matance, be sent with each load or goods, or no receipt will be given. be sent with each deal state of the given.

N. E.—Increased incilities have been made for the transfortation of live stock. Drovers are invited to try the route. When stock is urnished in quantities of two carloads or more, it will be delivered at the foot of Fortieth street near the Drove Yard, or at Pier No. 1.

North River, as the shippers may designate at the time of shippent.

For terms, or other information, apply to
WALTER FREEVAN, Freight Agent
No. 226 S. DELAWARE Avenue, Philadelph

No. 226 S. DELAWARE ANDRIA RAILROAD.

ORANGE AND ALEXANDRIA RAILROAD.

On and arrer MONDAY, February 12 two daily treats will run between Washington and Linchburg, connecting at Gordonevile with Vireinia Central Railroad trains to and from Richmond as follows:

Leave Washington daily (bunday exc. pted), at 6.45 A. M., and prilve at Lynchburg at 5.45 P. M.

Leave Washington daily (including Sunday) at 6.65 P. M.

Leave Washington daily (including Sunday) at 6.65 P. M.

And arrive at Lynchburg at 5.00 A. M.

Leave Lynchburg at 5.00 F. M. and arrive at Washington at 6.10 A. M.

Leave Lynchburg at 6.30 F. M. and arrive at Washington at 6.10 A. M.

Leave Lynchburg at 6.30 F. M. and arrive at Washing for all points South and Southwest, and at Washington for North and Northwest.

First-class sleeping cars attached to the night trains.

The road is a stractive, not only for its comortable accommodations, but for the fact that it passes the now historic localities of Fairfax, Bull Run. Manassas, Bristoe, Cat'ett's, Rappahannock, Culpeper, Orange, and Gordonsville, places of imperishable interest in the popular mind.

Through tickets to all points Fouth and Southwest may be had in Boston, New York, Philadelebis, and Haltimore, and at the Jales of the road in Washington in the popular mind.

On the property of the road in Washington in the popular mind.

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On the property of the road in Washington in the popular mind.

On the property of the road in Washington in the popular mind.

# MEDICAL.

WOX POPULI.

WRIGHT'S TAR SYRUP.

PRINCIPAL DEPOT. No. 771 South THIRD Street Price, \$1.00 per Bottle; \$6.00 for half-a-dozen.

Price, \$1.00 per Bottle; \$6.00 for half-a-dozen.

The undersigned citizens take pleasure in cheerfully recommenting the use of Wright's Tax Syrup for coughs, colds, consumption, whooping-cough, spotted fever, liver complaint, pains in the breast, troublies, inflammation, and restriction of air vessels in the lungs, etc. The remedy should be in every family:

Otheries C. Wison, Forney's Press office.

Charies H. Graffen, Sunday Mercury office.

Gharies H. Graffen, Sunday Mercury office.

James Nolen. Inquirer office.

William F. Corbit, Associated Press.

William H. Carpenter, Fire Alarm and Police T graph, Fifth and Chesnut streets.

A Randolph, Front and I ombard streets.

A Randolph, Front and I ombard streets.

Jahnes W. Perrine No. 123 Grashil street.

John Woodside No. 123 Franklin street.

John Woodside No. 131 Franklin street.

B. Gebloff, No. 231 S. second street.

H. G. Marca, No. 525 Grashil street.

John Seymour, No. 513 S. Front street.

E. W. Howard, No. 1 Dock street.

H. C. Earliett No. 327 S. second street.

M. J. Hassett, No. 19 S. Baseom street.

W. Thomas, No. 20 S. Fourth street.

T. M. Carthy, No. 19 S. Eureth's alley.

George Wison, No. 26 Sarce street.

W. F. Brooxs, No. 59 North Second street.

M. J. Hassett, No. 119 Canal street. George Wison No. 236 Race street.

W. F. Brooks, No. 63 North Second street.

M. J. Hassett, No. 119 Canal street.

S. Seymour Rose, Bustleton.
Chares Rogers, No. 921 South street.

B. T. Weilington, Second and Quarry streets.

F. E. Thomas, No. 136 South Sixts street.

William Barns, No. 515 South Front street.

S. S. Santord, Opera Manager.
John Maginnis, rear of No. 134 North Second street.

Mrs. S. E. Choate, Newark, Del.

Mrs. S. E. Choale, News. ...

Mr. William B. Wright:—

Sir:—We take pleasure in recommending your FLAR
SYRUP of which we have already sold considerable
quantities) as a most excellent and efficacious remedy
for the complaints set forth in your printed bill stready
submitted to the public. As a realitying act to antiering
humanity we will observally recommend your preparation to all affiliated with diseases which it is designed to
cure. Yours, etc.,

DILKS & SON, Druggists,

N. E. corner Pine and Sixth streets.

For sale also at

For sale also at
JOHNSON, HOLLOWAY & COWDEN 8,
DYOTT & CO's.
And all principal Druggists and Dealers.

The subscriber would beg leave further to say that he is prepared to fill orders and forward the Syrup to any part of the country. Persons desiring other intermation by final will inclose a postage stamp and answers will be returned as soon as the exigencies of business will admit Address

No. 771 8, THIRD Street, Philadelphia, Pa.

# GLAD NEWS

FOR THE UNFORTUNATE. BELL'S SPECIFIC REMEDIES Are warranted in all cases, for the Spendy and Perka Sant Cuar of all diseases arising from excesses or You'l HFUL INDISCRETION. Emissions, Gential, Physical and Nervous Debility, Impotence, etc. etc. NO CHANGE OF DIET IS NECESSARY. They can be used without detection, and never tall to effect a Cure, if used according to instructions.

RELL'S SPECIFIC PILLS. Price One Dollar per Box, or Six Boxes for Five Dollars; also, Large Boxes, containing Four Small,
Price Three Dollars.
From four to six boxes are generally required to cure ordinary cases of Seminal Weakness, though benefit is derived from using a single box
In thronic Cases, and particularly when Impotence or Genital Debi ity with Nervous Prostration has affected the system.

RELLIS TONIC PILLS

BELL'S TONIC PILLS Are recommended as the most Efficacious, Rejuvensting, and Invigorating Remedy in the word.

A Package Price Five Dollars, will last a month, and is generally sufficient. In extreme cases of Debility and Impotence

BELL'S EXTERNAL REMEDY, Price Two Dollars, sufficient for a month, can be used Price Two Dollars, sufficient for a month, can be used to good advantage.

It gives Strength to the Organs, and, with the Pills, will restore them to their normal condition.

A Pamphet of 109 pages, on the ERBORS OF YOUTH, designed as a Lecture and Cau ion to Young Men, sent tree, Ten Cents required to pay postage.

If you cannot purchase BELL'S SPECIFIC REMEDIES of your Druggist, take no other, but send the money direct to DR. JAMES BRYAN, Consulting Physician.

And you will receive them by return of mail post-paid, and free from observation.

For sale by DYOTT & Co., No. 232 N. SECOND street.

### DR. HYLTON'S Constitutional Renovator

FOR THE RAPID CURE OF

Incipient Consumption, and all Diseases Pertaining to Consumption,

Such as

Coughs, Colds, Hoarseness, Croup. Bronchitis, and an Diseases of the Lungs and Respiratory Organs, Liver Complant, Dyspepsia. Loss of Appetite, Nervous Debility, with great Lassitude of the Musscular System. etc.

The success of this medicine in the cure of disease has withstood many critical tests in this country and elsewhere; its salurary effects on disease are widely disseminated, and require no effort to party the prejudices of the skeptic.

"Dr. Hylton:—I take this opportunity to mform you that I consider you the greatest doctor on diseases of the lungs in the country. I had a soliting of blood, with large lumps of green matter; a violent pain in my breast and shoulders, a straining cough; and several of the most eminent physicians gave me up as a hopeless ase of consumption. I tried all the remedies of the day and garned no resief but grew worse; when a rifend advised me to try your Renovator, satisfying me that you were a regular graduate of the University of Pennsylvania and not a self-styled doctor. I used but nine bottles of your Renovator, and, to the surprise of my rifends, I am now a well man, and able to attend daily to my business.

"No 220 Races aree."

Dr. Hylton is a regular graduate of the time call on me and be satisfied.

"No 220 Races aree."

Dr. Hylton is a regular graduate of the inversity of Pennsylvania of the angeliar graduate of the time call on the angeli

Dr. Hylton is a regular graduate of the University of Pennsylvania. (His diploma can be seen at HS office.) Examines Longs without charge. Office, No. 411 VINE Street.

# SHIPPING.

HAMILL'S PASSAGE OFFICE
ANCHOR LINE OF STEAMERS,"
"CALEDONIA."
"ERITANNIA,"
"INDIA."

Steam to
LIVERFOOL LONDONDERRY, BELFAST, DUBLIE,
NEWRY, CORK, AND GLASGOW.
RATES OF PASSAGE,
PAYABLE IN PAPER CURRENCY.
CABINS.
THE PAID CERTIFICATES
THE PAID CERTIFICATES sued for bringing out passengers from the abov LOWEE RATES THAN ANY OTHER LINE.

Also, to and from
ALL STATIONS ON THE IRISH BAILWAYS.

SPECIAL NOTICE.—Passengers will take particular notice that the "Anchor Line" is the only line granting through tickets at the above rates, from Philadelphia to the points named above, and that the undersigned is the only daily authorized Agent in Philadelphia.

Apply to

Sole Agent for "ANCHOR LINE,"

1 15

Sole Agent for "ANCHOR LINE,"

FOR NEW YORK.—PHILADEL.

delph's Steam Propeller Company Desoutch swittsure Lines, via Delaware and Raritan Canal,
leaving daily at 12 M. and 5 P. M., connecting with all
Northern and Eastern lines.

For ireight, which will be taken upon accommodating
terms, apply to WILLIAM M. BAIRD & CO.,
3 16 No. 1528. DELAWARE a yearse

TO SHIP CAPTAINS AND OWNERS.—THE undersigned having leased the KENSINGTON SCIEW DUCK, begs to in orm his friends and the pairons of the Dock that he is prepared with increased facilities to accommodate those having vesses to be raised or repaired, and being a practical ship-carpenter and caulker, wil give personal attention to the vesses catrusted to him or repairs.

Cautains or Agents, Ship Carpenters, and Machiness having vessels to repair, are solicited to call.

Having the agency for the sale of "Wetterstedt's Patent Metalite Composition" for Copper Paint for the preservation of vessels bottoms, for this city, I am prepared to turnish the same on favorable terms.

JOHN H. HAMMOTT,

Kensington serew Dock, TO SHIP CAPTAINS AND OWNERS .- THE

# TRUSSES, SUPPORTERS, ETC.

PHILADELPHIA SURGEONS'
BANDAGE INSTITUTE So. 14 B.
AINTH Street, above Market.—B. C.
EVERETT, after thirty years' precical experience,
guarantees the skinin adjustment, or his Fremians
Patent Graduatine Pressure Trees, and a variety of
others: Supporters, Elastic Steelings Shoulder Brates,
Crutches, Susponseries, as Ladies' apartments conducted by a Lady.